

to perform whatever duties the public service has required of them at all hours of the day or night. It is true, as you say gentlemen, I began my Civil-Service career in the colony under somewhat difficult circumstances. I had a very small staff until 1866, when, with additional responsibilities thrown on the Department, an increased and more efficient staff followed; and it gives me much pleasure to find that during all these years we have worked so well together that there have been but few changes. I take this opportunity of thanking the officers and employees of the Department of every degree for the valuable services they have so cheerfully rendered to the public through me. The efficiency of a public department depends on the zeal and mutual goodwill of its members, and, to insure success, the principal and his assistants must work on the same lines, without friction, and have respect for and confidence in each other. It is very satisfactory to me to know that I leave the conduct of the Department in such able hands as Captain Runnys, and I feel sure you will give him that support and zealous assistance which has never failed me. Gentlemen, I shall always take a lively interest in your welfare, and although the remainder of my days will be spent far from you, my thoughts must constantly revert to this beautiful island, which has been my home for over thirty years, and on the many friends I leave behind me. In your desire that I may hold you in remembrance, you most kindly ask my acceptance of this handsome piece of plate. I need hardly tell you that it did not require anything so substantial and valuable to keep you in my memory. I accept the gift with the greatest pleasure, and I shall take care that it be handed down as a family heirloom. It will not only serve to remind me of the office and of the worthy workers in it, but my chief and of whom I have learned to share my pleasure in possessing it, and it will help to remind them and their successors, as is evidenced here to-day, that an honest and faithful endeavour to discharge the duties confided to them is sure to meet its reward in the esteem and respect of those with whom their lot may be cast. Gentlemen, in wishing you good bye, I again thank you for your faithful services and good kindly feeling, and I wish you and your families prosperity and good health.

Three, hearty cheers were then given for Captain Thomson, and the proceedings ended.

ANOTHER FIRE IN HONGKONG.

At about eight o'clock last night the fire bell gave out its customary notes that the Brigades were wanted in the western district, where the shop of a rice-miller, No. 21 Centre Street, was found to be in a big blaze on the arrival there of the first engine. In the course of a very few minutes after the alarm, so dry was all the wood-work of the building, the floors were burnt through and the roof came down, which latter circumstance seemed to have the immediate tendency of communicating the flames to the two other houses on either side. The Government Engineer, under the direction of Superintendent V. de Borne and Deputy Superintendent, and the Volunteers under Mr. L. Mallory, quickly got their engines into play, and poured a copious supply of water through all available doors and windows into the burning houses. Notwithstanding these efforts, however, No. 21 very soon became a hopeless wreck of falling floors and burning mat-bags, which latter are said to be amongst the most difficult burning material which the Brigades have to cope with. By 8.30, after the roof and upper floors of No. 21 had fallen to the ground in one single burning pile, the water laid on the burning mats with great effect, and the flames were quickly quenched in that house, although there was plenty of life and vigour in the other two burning houses up to late as 9.30, at which time Mr. Woodhouse directed one of the firemen to mount a ladder and throw a jet of water through a window on the first floor, where there was a considerable volume of flame, which on being put out, may be said to have ended the night's business. Owing to the fire being in that part of Centre Street near the water-front, there was but little difficulty in getting at it, but as usual the fragile character of the buildings prevented any possibility of salvage after the fire had once fairly got hold. We understand that the premises were insured in German offices.

THE WRECK OF THE "SWATOW."

It neither accords with our desire nor with our policy to take notice of anonymous correspondence which choose to send letters to outside newspapers on matters affecting the ordinary daily journals, which appear in the columns of this journal. What we publish on any particular incident or event is written after the fire of our ability and knowledge in the interests of the public, and we are quite aware that in following this independent and impartial policy in the expression of our opinions on public matters it is quite impossible to avoid "treading upon the corns" of certain individuals whose personal interests may be affected, or who are so wrapped up in the mists of their own self-conceit as to imagine that all the knowledge in the world rests within their own thick heads. Such being the case, we rather reluctantly occupy our valuable time in making such notices as correspondents in Shanghai, calling themselves "Jean du Goudron," who takes upon himself to send an amusingly ungrammatical, badly constructed, illogical, and grossly untrue letter to the *Shanghai Mercury*, dealing with some observations we thought fit to make regarding the loss of the steamer *Swatow* in the Thrice Chimney Bluff Passage, on the night of the 22nd of February last. The burden of this person's "hopeful and prosaic" is that a nautical writer in the *Hongkong Telegraph* has been censuring the Captain of the *Swatow* for taking the narrow and somewhat dangerous passage just named; that the master of the steamer, was justified in taking the vessel through the passage; and that Mr. "Jean du Goudron" "defies the writer of that article in the *Hongkong Telegraph* to prove by statistics that more lives have been lost by taking the inner passage than by taking the outer one." This polite critic then ventures to "dare-say" that the eminent nautical capacity (sic) on the *Hongkong Telegraph* does know next to nothing about the inner passage, which is exactly the sort of argument that might be looked for from such a source. Well, if the game were worth the candle we imagine there would be very little difficulty in proving by statistics that the disaster to steam vessels, and the lives and the merchandise which have been lost on the coast of China between Hongkong and Shanghai, have occurred in a great measure in what is known as the regular "coasters," rather than in the deep water ships, and that such losses have been the direct consequence of the system of navigating "in shore," that is to say, of their method of looking for short cuts and for smooth water. If the sapient correspondent of the *Shanghai Mercury* is able to refute this statement, then we are forced to the conclusion that the masters and officers of the coasting fleet are men of inferior professional abilities to those who navigate the large mail and other ocean going steamers, which so seldom experience the casualties which have for years been so common; that such masters and officers are inferior navigators although they have passed exactly the same strict qualifying examinations as their "deep water" counterparts, which, of course,

would be an absurd and untenable proposition. Dozens of vessels have been lost "coasting" during the past dozen years, whilst "underlying at sea, or otherwise coming to grief outside, has been almost unknown in seaway craft. However, our main reason for noticing this mouldy navigator's epistle is because he accuses us of censuring Captain Warren of the *Swatow* for choosing to take the passage in question, and as it is quite contrary to fact, and quite foreign to our policy or our inclination to jump on a man when he is down, we think it as well to give him a few brief extracts from what we actually did say in the article which has aroused the indignation of an individual whose action would apparently suggest that he had an "axe to grind." Here is the worst of our censure:—"Man is a sympathetic animal at all times, and particularly in his civilized condition. He does not, when his fellow creatures fall lame or blind or suffer reverses of fortune, seek to exterminate them from the face of existence as do the brute animals of the earth and sea, and for this very reason the master of the wrecked steamer will have a place in the sympathies of those who, not to a certain extent, although the master was, by his own confession, guilty of a considerable measure of carelessness, and although the disastrous wreck was due directly to his own lax method of navigation—if there was any method whatever in it—he was forced into conditions of great peril by circumstances over which he had little if any control. He was the unfortunate follower of a hazardous custom, the non-observance of which would probably have cost him his position. We know the best men are liable to accidents, that errors of judgment in the clearest heads are not uncommon, and that the ablest and swiftest navigators have frequently in the moments of being caught 'off guard'—the very instant when the enemy is at the door—For this reason, the crew will always be some excuse for those seamen who lose their ships in the navigation of narrow and dangerous passages, and particularly when we believe that the compasses by which such hazardous evolutions are performed are frequently more faulty than the human agents who have to depend so much and so often on their guidance. If the *Swatow* had taken the outside passage up the coast; if she had steered for a safe and easily calculated distance of four miles from the rocks and under the Lamock Light respectively, she would have lost about four miles of distance between Swatow and Amoy, representing half an hour's time, and which might fairly be called nothing when put into the balance against the safety of the ship, her cargo, and her crew."

This is about all the censure which "a nautical man on board of the *Hongkong Telegraph*" has piled on the head of another nautical man who was held directly responsible for the loss of thirty odd human lives by the experienced members of a Naval Court, and which a third nautical man, for obscure but still suspicious reasons of his own, took upon himself to censure in his own paper. It strongly suggests that illiterate class of so-called navigators to whose overweening conceit and professional ignorance so many disastrous shipwrecks have been mainly due. The next time Mr. "Jean du Goudron" is seized with an itch to shine in the public press he would do well to obtain the assistance of some small school-boy to put a finishing touch to his grammatical outrages on Lindley Murray, and the advice of an experienced sailor to prevent him from so plainly writing himself down an illogical, clumsy, and ignorant pretender.

TIENTSIN.

February 25, 1888.
The ice on the Peiho is still firm, solid, and thick. The thickness at Taku a few nights since was eleven inches, but it has been reduced to nine to-day.
Our winter promise to be late, as the temperature remains low, and the ice is scarcely thinning. The river level this year has been higher than usual, so we may hope the scour of the strong current has deepened the river bed and also the bar at the sea entrance.

It is probable the Yellow River disaster will prove a severe transport, any considerable extent at least, of the Grand Canal. Some time may not one junk will be able to come in, in which case the sea-going fleet will have to carry a larger quantity than usual.
The labourers of this place have had unusually abundant employment during the past winter, as much of the vacant ground in the settlement has been raised by dry mud brought from the river banks. This mud is not salt, but alluvial deposit, and possesses great fertility, as is seen in our little park.

A new industry has been in operation during some months past, and successfully, is making bricks of red colour, good quality, and uniform size. The first were made by Linton, but Mr. Chambers, C.E. has built a small works and firing kiln, from which he will supply the needs of the new Custom-house. The bricks made by Mr. Chambers are very tough, and as far as endurance of crushing strains go, not inferior to home-made bricks.
Doubts are expressed to the effect that the great breach in the Huang-ho southern bank cannot be repaired by the fine spring floods come, if indeed it can be repaired at all. The work is almost impossible, and the resources of the country around are not equal to furnish the stone, bricks, timber, fascines, piles, etc., required. The work too, will soon have to be carried on under dangerous conditions, as the snow waters come down very suddenly, and though not so furious as the autumnal torrents, are yet sure to be especially alarming in the circumstances existing.

A noticeable fact in the place is that the consumption of wheat flour is increasing so much that the small wheat mill, owned and worked by Chinese, but night and day. For a long time the Chinese used but little flour here except for their bread so-called, but now, owing to the good qualities discovered in it, and the ease with which it is cooked in many forms, flour is used in all households except the poorest. The quality is fairly good. The colour is darker than the Californian product, but flour is sweet. It does not seem likely that imported flour can compete in price with the native article made from the home-grown spring wheat.
The heightened price of copper, zinc, and lead, will complicate the cash coinage question, and may lead to some measures of uniform coinage. Cash is very scarce, though why it should be so is not very clear, as during the last two years very large quantities of new coins have been put into circulation all over the Empire. As the Chinese are a practical people we do not think that any resistance would be made to a decimal coinage in copper and silver of suitable denominations. Probably halfpennies will be required, and even quarter-cent pieces also, in copper; but in Japan a country in many ways not dissimilar, half-cent pieces are found to be sufficiently small for the public uses.

Although no chemical tests have been yet made, signs are given that the soil of Tientsin and the country around is very rich in aluminium, which is now becoming a most useful, and indeed necessary metal for alloying purposes. Iron and steel, when alloyed with aluminium, double their tensile strength, and bear far more strains proportionally better than

before. If steam pressures are increased, as is probable, it will be necessary to have boiler plates, cylinder, cranks, and shafts alloyed with aluminium, as then, without increase of weight, and in many cases with diminution of weight, pressures of 500 lbs. to the square inch, and piston speeds of 2,000 feet per minute will be easily endured without risk.—*Chinese Times*.

REMINISCENCES OF THE NEW KAISER.

Dr. Abel, writing from Berlin to the *San Francisco Chronicle*, gives some interesting reminiscences of the New Emperor of Germany, which are well worth reproduction.

Years ago, says the worthy Doctor, I happened to be swimming in the river near Cologne, when a youthful giant, leaping into the water from the scaffolding of the Military Bath, came down upon us with a terrific splash, greatly disturbing the equanimity of old Father Rhine. The noisy arrival was the heir to the Prussian and German thrones, a passionate, sportsmanlike in the quiet as on frozen water. Stretching himself full length, and striking out with extraordinary vigor, he in the several circuits of the extensive basin, and presently began to dive in the most accomplished and effectual style. A bevy of small boys, who had been jumping into the water after him, intent upon sharing the honors of the bath with the illustrious visitor, next attracted his attention. Seated upon a floating log, he would skim along the greenish waves, surrounded by the delighted youngsters and perpetrating all manner of tricks upon them, like Neptune playing with Tritons; or changing the game, he would place the boys upon the log and drag them and push them about amid the exultant shouts of the on-lookers. "When he felt that the boys had learned the art of swimming, he would suddenly attack them with an anxious disquiet, and while yet in the prime of youth, was threatened with a probable and premature death. But it need not be personal acquaintance with the Prince to comprehend his apparent fate. It was a sad day when the news of his illness first spread through Germany. A man of uncommon worth, destined to fill a leading position at a time ripe with foreign and domestic difficulties, his character had long been regarded as offering a substantial guarantee for a noble and dignified conduct of public affairs. Ripe, temperate and generous, his death, it was pretty generally concluded, would be one of the greatest disasters that could befall the nation just now.

The Prince, not having lately taken a very active part in the management of public affairs, his character and personality have been brought before the nation more prominently by his illness than would have been the case had he continued in his ordinary good health. He is remembered, as the Crown Prince the other day pertinently put it in a letter to a friend, as a man instinct with pure and disinterested purposes, wishing to use prerogative for the benefit of others, not himself. He is remembered as a judicious statesman, a moderate liberal and a steady advocate of peace. A civilian rather than a soldier, a philanthropist, and a patriot, he is recognized once more to blend the popular and hereditary power with the lofty dignity derived from his excellent use. If he survives to enjoy sovereign opportunities, the accident which made him ill, by causing the nation to recollect his sterling qualities, will have proved a propitious and highly ministering introduction to his reign.

The Prince made his political debut in 1862, at the time of what has been euphemistically called the constitutional controversy. His royal father, the King of Prussia, being intent upon increasing his army and the royal court in Germany, owing to his conservative reputation, failed to convince his Parliament that he had a definite national object in view. The lower house in consequence resisted the measure, when the King, supported by the upper house, contending that the budget had to be enacted by the Crown, if no arrangement could be arrived at between Crown and House, carried the reform single-handed. Opposition to these proceedings was at first pretty general, and indeed, died out only after the King, in successive campaigns against Denmark and Austria, had demonstrated the utility of his military policies to the satisfaction of the people. While the struggle was at the hottest the Crown Prince, in a respectful letter to his father, begged to point out the obscure and imperfect provision made in the charter for the contingency of absolute disagreement between Crown and lower house. The frankness of this declaration at a time of extraordinary excitement gained immense popularity for the Prince, which was not diminished when the King, adopting a similar view, after the Austrian war, asked for a vote of indemnity at the hands of his lower house. A general reconciliation ensued. The King, just and equitable as he has ever shown himself, fully recognized the fact that he had not been entirely wrong. Parliament, on the other hand, by granting indemnity conceded that the King could not have let them into the secret of his plans unless he wished to defeat himself by premature disclosures; while the Crown Prince, standing between the two, had the glory of having held a mean and conciliatory course from the outset. His Imperial Highness has ever since been regarded as a courageous and liberal politician, wisely disposed to do justice to constitutional requirements, without surrendering to eventual extravagances of the times.

Leading a retired and studious life during the continuance of peace, after the manner of most Prussian Crown Princes, his Imperial Highness took a leading part in the Austrian and French campaigns. Much lauded for valor, strategy and humanity on both occasions, he showed the unassuming modesty of his character in the parting orders issued to the armies under his command. On each occasion he attributed the chief merit of the victories accomplished to his chief of staff, the famous General von Blumenthal. "If," he said in one of these memorable proclamations, "I have succeeded in acquiring myself of the task imposed upon me in this serious war, I am mainly indebted for my achievements to the advice of the experienced generals whom his Majesty has been pleased to attach to me for the purposes of the campaign." Coming from the heir of one of the most potent thrones in the world, words such as these, showing the ingenuousness rather than the sycophancy of a proud and rising dynasty, were not likely to be lost upon an appreciative people.

From convictions, habits and the associations of a most happy marriage the Prince has always been a friend of Anglo-Saxon humanity. His speech at the opening of the second London Exhibition found ready echo on both sides of the channel. In thanking you for the reception given me," the Prince said in reply to an address presented by the members of the

Royal Academy, "I hope that it will prove another tie between Prussia and the great and virtuous country to which I owe my wife. The sympathies I have always entertained for the Anglo-Saxon race will, I am sure, be deepened throughout Germany in proportion to our better acquaintance with each other." In politics as well as in private life the Prince has always acted up to these words. The steady advocate in the council of good relations with England and America, he has been happy to receive many a distinguished visitor both in his house, and in conversation with them has frequently dwelt upon the moral and political good sure to arise from increased contact between the various branches of the Teutonic family. "I shall never forget," he observed one day to Lord Houghton, with that facility of expression peculiar to him, "that my wife was English before she became German and that the English were German before they emigrated to Britain."

The Prince, who is as witty as he is affable and good-natured, is famous for numberless smart sayings in official and private intercourse. A few of the numerous *jeux d'esprit* attributed to him will show the bent of his sprightly and high-principled mind. When Prince William, his eldest son, was sent to school at Cassel, the head master of the gymnasium inquired whether the future heir to the German crown was to be addressed "Royal Highness" by the teachers. "Good Heavens, no," exclaimed the judicious father, "do not burden him with such a heavy title at his age. He will be oppressed by the weight of it early enough in life, I can tell you." And so Prince William was "you'd" (to imitate a German phrase), like the other young men, and had his full share of the school's labors and discipline, as well as of the rough and ready religious drill out to newcomers by the elders. "What knowledge of life German princes are able to acquire by this early mixing with their equals in age, if not in rank, as a matter of course stands them in good stead in later years. Some time anterior to this instructive little incident Prince Henry—the small boy, at present an intelligent captain in the imperial navy—objected to his ordinary ablutions in the morning: Finding him refractory beyond her powers of persuasion, the Crown Princess reported the young offender to his father, who took his measures without saying much about it. On the following day as the boy came home from his drive he complained to his mother that the sentinel at the door had not paid him the usual courtesy of presenting arms. "Of course not," was the reply. "Prussian sentinels do not notice an unwashed boy." Never again did crestfallen Henry refuse to be led up to the wash-basin.

Some time before his untoward illness the Prince was hunting in a sequestered part of the country, when the plough-boys flocking to the rendezvous, boisterously saluted the first carriage of the imperial train, where the Prince was seated. On the return journey the Prince, wishing to escape the ovations of the assembled multitude, begged one of his attendants to drive first, but the crowd would not be disappointed, and the first carriage was cheered nevertheless. "You seem to be very much liked here," said the Prince afterward, good humoredly to his smiling attendant, his senior by twenty-five years, over which that may be, there are certainly few like him in his own rank.

A REMARKABLE CASE.

Under the above heading the *Danvers Reporter* of July 6th, 1887, publishes the following in its editorial columns—

Our readers may recall the circumstance of a young clerk, named Arthur Richold, falling insensible on the Whetley Lane in this town some time ago, and being picked up, as he continued perfectly helpless, and taken in a cab by two gentlemen to the office of F. W. Fisher, Esq., the solicitor, who employed him. On restoring him to consciousness he was ascertained that he was afflicted with what seemed to be an incurable disease. When he was able to speak he said he had been to his dinner, and was on his way back to his work, when suddenly his head was in a whirl and he fell in the street like a man who is knocked down. On coming to his senses in the solicitor's office he thought what this might mean, and feared he was going to have a fit of illness, which we all know is a very dreadful thing for a poor man with a family to care for. He went to his mind he at once sought the best medical advice, calling the doctors who he had been attacked. They questioned him, and found that his present malady was exhaustion of the nervous system resulting from general debility, indigestion, and dyspepsia of a chronic nature. This in turn had been caused by confinement to his desk and grief at the loss of dear friends by death. The coming on of this strange disease, as described by Mr. Richold, must be of interest both to sick and well. He had noticed for several years previously, in fact, that his eyes and face began to have a yellow look; there was sickness and unpleasant slime on the gums and teeth in the morning; the tongue coated and the bowels were so bound and constipated that it induced that most painful and troublesome ailment—the piles. He says there was some pain in the sides and back and a sense of fullness on the right side, as though the liver were enlarging, which proved to be a terrible fact. The secretions from the kidneys would be scanty and high-colored, with a kind of gritty or sandy deposit after standing.

These things had troubled Mr. Richold a long time, and after his fit of giddiness was nothing more than a sign of a steady and deadly advance of the complaint, which began in indigestion and dyspepsia. His story of how he went from one physician to another in search of a cure that his wife and little ones might not come to want is very pathetic and touching. Finally he became too ill to keep his situation and had to give it up. This was a sad calamity. He was appalled to think how he should be able to live. But God raised up friends who helped to keep the wolf from the door. He then went to the seaside at Walton-on-the-Naze, but neither the change, nor the physicians who treated him there did any good. All being without hope he visited London, with a sort of vague hope that some advantage might happen to him in the metropolis. This was in October, 1885.

How wonderful, indeed, are the ways of Providence; which dashes down our highest hopes and then helps us when we least expect it. While in London he stated his condition to a friend, who strongly advised him to try a medicine which he called *Mother Seigel's Curative Syrup*, saying it was genuine and honest, and had cured everything else had failed. He bought a bottle of a chemist in Piccadilly, and began using it according to the directions. He did this without fail or hope, and the public may, therefore, judge of his surprise and pleasure when after taking a few doses he felt great relief. He could eat better; his food distressed him less; the symptoms which had haunted abated; the dark spots which had floated before his eyes like smuts of soot, gradually disappeared, and his strength increased. Before this time his knees were knocked together whenever he tried to walk. So encouraged was he now that he kept on using *Mother Seigel's Curative Syrup* until it ended in completely curing him.

In speaking of his wonderful recovery Mr. Richold says it made him think of poor Robinson Crusoe, and his deliverance from captivity on his island in the sea; and added, "But, for

Mother Seigel's Curative Syrup the grass would now be growing over my grave."

Our readers can rest assured of the strict truth of all the statements in this most remarkable case, as Mr. Richold (now residing at Swiss Cottage, Walton-on-the-Naze) belongs to one of the oldest and most respected families in the beautiful village of Long Melford, Suffolk, and his personal character is attested by so high an authority as the Rev. C. J. Martyn, rector of that parish, besides other excellent names. We have deemed the case of such importance to the public as to justify us in giving this short account of it in our columns.—*Advt.*

Today's Advertisements.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business Contributed during the Half-Year ended 31st instant, on which date the Accounts will be closed.

By Order of the Board of Directors, D. GILLIES, Secretary.

Hongkong, 15th March, 1888.

NOTICE.

I HAVE this day established myself as a SHARE AND GENERAL BROKER.

OFFICE, NO. 11, HOLLYWOOD ROAD.

J. SAMUEL.

Hongkong, 15th March, 1888.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

SATURDAY,

the 17th day of March, 1888, at NOON, at his

Sale Rooms, Queen's Road.

FOR ACCOUNT OF THE CONCERNED.

BAGS OF CHINESE AND SAIGON RICE

more or less damaged by Water and Steam at the Fire of the 28th January, 1888, now stored in the Wing-yung-sam Shop, No. 95, Bonham Street.

TERMS OF SALE.—Cash on delivery in Bank Notes. All Lots with all faults and errors of description at Purchasers' risk on the fall of the Hammer.

J. M. ARMSTRONG, Auctioneer.

Hongkong, 15th March, 1888.

PUBLIC AUCTION.

OF

ENGLISH, AMERICAN AND HONGKONG

MADE HOUSEHOLD FURNITURE,

PIANO, ORGAN, &c.

THE Undersigned has received instructions from H. SMITH, Esq., to Sell by Public Auction, on

THURSDAY,

the 22nd March, 1888, at 2 P.M., at the Under-

signed's Sale Rooms, Duddell Street.

THE WHOLE OF HIS

ELEGANT AND SUBSTANTIAL

FURNITURE,

comprising—

GARNET-RED COVERED-DRAWING

ROOM SUITE, English-made MAHOGANY

CENTRE TABLE, SIDE & CARD TABLES,

PICTURES, ENGLISH, MIRRORS,

LACE CURTAINS, CARPETS, RUGS, &c.

American-made BLACK and GOLD

CHEFFONIER, PLATE GLASS BACK,

COTTAGE PIANO by APOLLO & Co.,

nearly new.

SPLENDID PALOUR ORGAN by HAMILIN

& MASON, with extra stops.

TEAK & EBONY SIDED JARD, DINING-

ROOM SUITE, DINNER and DESSERT

SERVICE, CUTLERY, GLASS & PLATED

WARE, FENDERS and IRONS.

IRON BEDSTEADS, LADY'S DOUBLE

WINGED WARDROBES, MARBLE TOP

WINGED STANDING, and LADY'S DOUBLE

WINGED DRESSING TABLE, BEDROOM

SUITE, CHANDILIERS, LAMPS &c.

PARLOUR and COOKING STOVES, &c.

Catalogues will be issued prior to Sale and

above will be on view on WEDNESDAY next.

TERMS OF SALE.—As Customary.

G. R. LAMMERT,

Auctioneer.

Hongkong, 15th March, 1888.

Masonic.

PERSEVERANCE LODGE OF

HONGKONG.

No. 1165.

A REGULAR MEETING of the above

LODGE will be held in FREEMASONS'

HALL, Zetland Street, TO-MORROW, the 16th

instant, at 8.30 for 9 P.M. precisely.

Hongkong, 15th March, 1888.

ZETLAND LODGE.

No. 525.

A N EMERGENCY MEETING of the above

LODGE will be held in FREEMASONS'

HALL, Zetland Street, on MONDAY NEXT,

the 19th instant, at 8.30 for 9 P.M. precisely.

Visiting Brethren are cordially invited.

Hongkong, 15th March, 1888.

NOW READY.

PRICEFIFTY CENTS.

THE LAW OF STORM

in the

EASTERN SEAS,

by

W. DOBERCK,

GOVERNMENT ASTRONOMER.

MAY BE PROCURED AT

Messrs. Kelly & Walsh, Limited, Hongkong,

Lane, Crawford & Co.,

G. Falcoffer & Co.,

C. J. Gaupp & Co.,

F. Blackhead & Co.,

Heuermann, Herbst & Co.,

More & Seimund,

MacEwen, Frickel & Co.,

Mr. W. Brewer,

The "Hongkong Telegraph" Office,

Messrs. Quetch & Co., Swatow,

Mr. N. Moalle, Amoy,

